

Monday 13 February 2023

OIA IRO-351

Name: [REDACTED]

Email: [REDACTED]@gmail.com

Kia ora [REDACTED]

Official information request for Information on Featherston Street part closure.

Thank you for your official information request dated Monday 16 January 2023.

Your request was officially transferred to Wellington Water by Wellington City Council on Tuesday 24 January 2023.

We have considered your request in accordance with the Local Government Official Information and Meetings Act 1987 (the Act) and determined that we are able to grant your request in part.

Pursuant to [Section 17\(e\)](#) of the Act, we have only granted your request in-part because whilst other options of traffic management were considered (i.e. reduced work hours, weekend work and late night works) there is no recorded analysis of this.

The remaining information requested is enclosed in our email to you and parts of that, pursuant to [Section 7\(2\)\(a\)](#) of the Act, has been redacted as it contains personal information about private individuals.

You have the right to seek an investigation and review by the Ombudsman of this decision. Information about how to make a complaint is available at www.ombudsman.parliament.nz or freephone 0800 802 602.

Ngā mihi

[REDACTED]

Team Lead, Communications and Engagement

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@wellington_water

www.wellingtonwater.co.nz

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22 December 2022

Wastewater Rising Main Renewal Featherston Street

Tēnā koe

Over the last couple of months Wellington Water has been renewing a major wastewater rising main along Featherston Street, from the intersection of Featherston and Whitmore Streets to the intersection of Featherston and Waring Taylor Streets. This work is being done on behalf of Wellington City Council.

This renewal will increase the capacity and resilience of Wellington CBD's wastewater network. It is part of a longer-term programme of work to upgrade the existing wastewater network, which is ageing and has a history of associated bursts.

The work is staying on time. The 180 meter section of rising main from Whitmore St to Waring Taylor St has been completed using a trenchless method to minimise disruption to businesses and traffic. The method involves installing a new pipe inside the existing pipe, in a process known as "slip lining".

Over the Christmas break, our site will be shut from 22 December 2022 until 9 January 2023. If you notice any issues with the site during this time, such as a fallen fence, please contact the Wellington City Council Call Centre on 04 499 4444.

On 9 January 2023, we will be back onsite to finish installing pipes across Featherston St and into Waring Taylor St. In February and March we will be commissioning the main, working at Whitmore St, Waring Taylor St, and the intersection of Waring Taylor and Featherston St, to connect into the existing system.

While Featherston Street and Waring Taylor Street will remain open, to safely undertake this work, we may need to close some lanes along Featherston Street and Waring Taylor Street over the Christmas break. On-street parking in the area alongside the worksite will be restricted to accommodate the temporary traffic management.

If you have any questions about this project, please contact any of the following:

- Contractor - G P Friel Limited, [REDACTED]
- Consultant - Stantec New Zealand, [REDACTED]

After hours, please call the Wellington City Council Call Centre on 04 499 4444.

Thank you for your understanding as we work to improve your city's infrastructure.

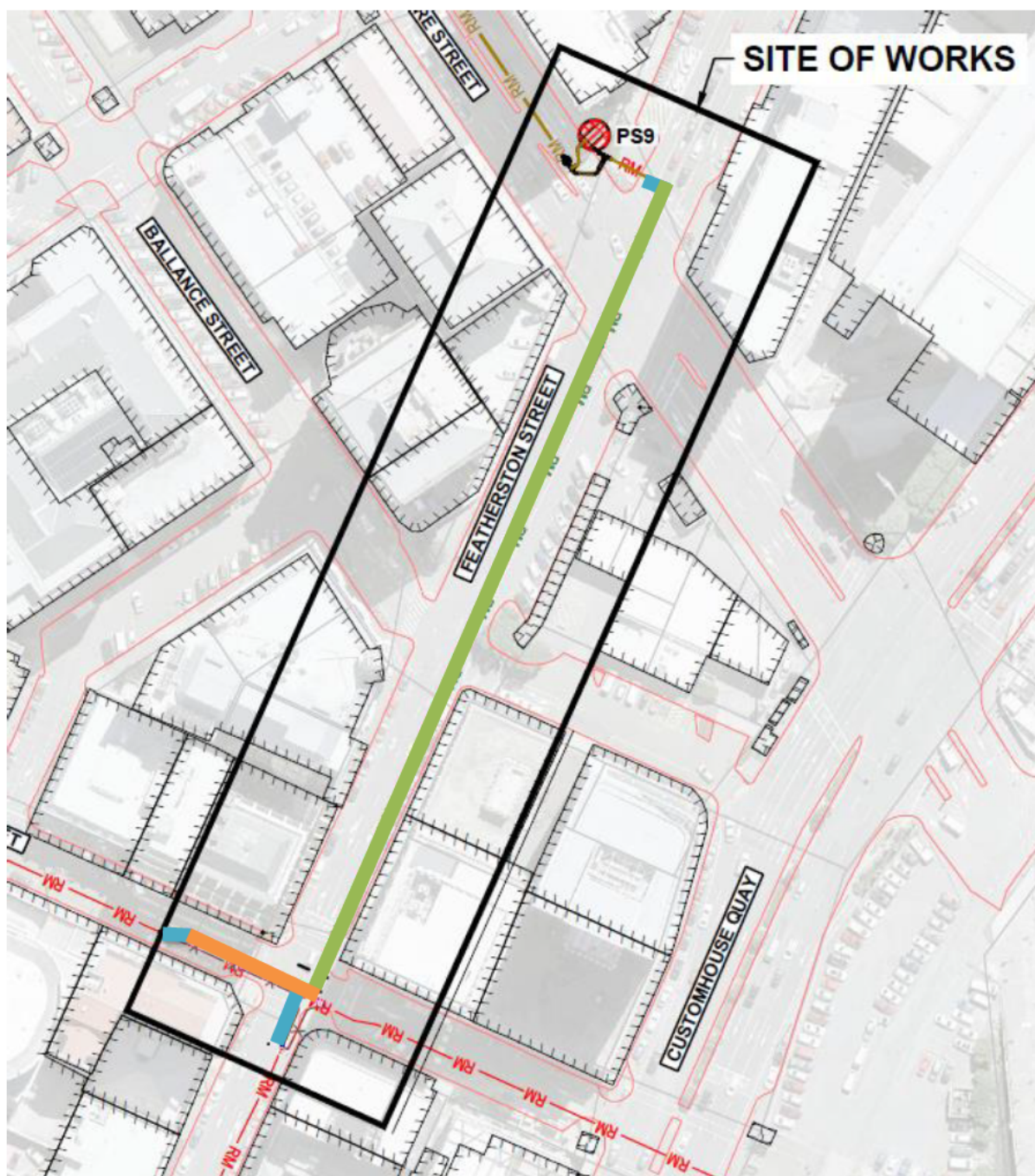
Ngā mihi

[REDACTED]

Manager Customer Experience
Wellington Water

Private Bag 39804, Wellington Mail Centre 5045
Level 4, IBM House, 25 Victoria Street, Petone, Lower Hutt
+64 4 912 4400 www.wellingtonwater.co.nz

Our water, our future.



	Rising Main successfully completed by Trenchless methods
	Rising Main to be installed between December and January
	Rising Main Connections in February and March

Private Bag 39804, Wellington Mail Centre 5045
Level 4, IBM House, 25 Victoria Street, Petone, Lower Hutt
+64 4 912 4400 www.wellingtonwater.co.nz

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TRAFFIC MANAGEMENT PLAN (TMP) – FULL FORM

Use this form for complex activities. Refer to the NZ Transport Agency's Traffic control devices manual, part 8 Code of practice for temporary traffic management (CoPTTM), section E, appendix A for a guide on how to complete each field.

Organisations /TMP reference	TMP reference:	Contractor (Working space):	Principal (Client):		
	GPFL 1426	G P Friel Ltd	Wellington Water Ltd		
		Contractor (TTM):	RCA:		
		G P Friel Ltd	WCC		
Location details and road characteristics	Road names and suburb		House no./RPs (from and to)	Road level	Permanent speed
	Featherston Street, Pipitea		Johnston St – RP110	1	30
	Featherston Street, Pipitea		RP110 – R64	1	50
	Whitmore Street, Pipitea		Waterloo Quay – RP87	1	30
	Waring Taylor, Wellington Central		Customhouse Quay – Lambton Quay	1	30
	Johnston Street, Wellington Central (Signage Only)		Lambton Quay – Featherston St	1	30
	Stout Street, Pipitea (Signage Only)		Ballance St – Bunny St	1	30
	Ballance Street, Wellington Central (Signage Only)		Maginnity St - #7	1	30
	Customhouse Quay, Wellington Central (Signage Only)		Johnston St – Whitmore St	1	50
	Lambton Quay, Wellington Central (Signage Only)		Waring Taylor – Johnston St	1	30
	Bunny Street, Pipitea (Signage Only)		RP163 - #11	1	30
	Waterloo Quay, Pipitea (Signage Only)		Bunny St – Whitmore St	1	50
Traffic details (main route)	AADT		Peak flows		
	19890 (est.) 8% heavy – Main Route, Featherston Street		7am – 9am, 4pm – 7pm		
Description of work activity					
Work is upgrading the Wastewater Rising Main that is located on Featherston Street between Whitmore Street and Waring Taylor. This will be done via slip lining which means we will not be open trenching the whole way. To carry out this work we will be using a 5.5T Excavator and an 8.8T Excavator, 2 trucks to cart material, 2 tools vehicles and a utility vehicle. All work will be carried out during the day and sites will be left in place 24/7.					
Planned work programme					
Start date	31/12/2022	Time	24hrs	End date	27/05/2023

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Consider significant stages, for example:

- road closures
- detours
- no activity periods.

- Some sites will be set up at the same time, see stages below.
- Sites will be shortened where possible, especially during unattended times where site must remain in place.
- Where parking is taken, work vehicles may park here. Minimum lane widths and safety zones will still be implemented.
- Pedestrians will be guided to available crossings where other crossings are closed.
- During work at Worksite 1 for Waring Taylor/Featherston St (TMD GPFL 005) a detour will be in place due to vehicles not being able to turn left onto Featherston from Waring Taylor. Detour route can be found on TMD GPFL 006.
- During Slip Lining work the exit from Stout onto Featherston will be closed (TMD GPFL 009) so a detour must be set up, this can be seen on TMD GPFL 010.
- GPFL to organise traffic detector loops to be replaced if damaged at projects expense. The loop cutting will be done by WCC's traffic signal contractor.

Stages are as follows (days are approximate):

Stage 2 – Carry out work on Waring Taylor (TMD GPFL 005 – 008) – Approximately 10 days.

Stage 4 – Carry out work on Pump stations, including excavation work and renewals and carry out shutdowns so that cut-ins to the pump stations can be carried out (TMDS GPFL 001, 002 & 005 – sites will not be set up at the same time). Approximately 40 days.

Days do not include mobilizing and demobilizing site, testing and commissioning the new pipe, reinstatement of all trenches and inserting valve blacks and tees which could take approximately 20 days.

Site Establishment: 9.00am to 10.00am (or when installation has been completed) – initial set ups

Active: 7.00am to 6.00pm – After initial set up

Disestablishment: 3.30pm to 4.00pm – When work is finishing in the area/Final Disestablishment

No Activity Periods: 6.00pm to 7.00am – Sites will still be in place

Alternative dates if activity delayed

Contingency Dates have been added incase of any unexpected delays.

Road aspects affected (delete either Yes or No to show which aspects are affected)

Pedestrians affected?

Yes

Property access affected?

No

Traffic lanes affected?

Yes

Cyclists affected?

Yes

Restricted parking affected?

Yes

Delays or queuing likely?

Yes

Proposed traffic management methods

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Installation
(includes parking of
plant and materials
storage)

Significant Stages:

The activities carried out under this Site Specific TMP, including the temporary traffic management requirements under CoPTTM involves the following stages:

1. Establishment of a working space within the defined closure; encroaching the live lane, berm, shoulder or inferred shoulder area under a mobile or static operation
2. Work conducted within that working space, including the monitoring of temporary traffic management
3. Disestablishment of the working space and closure encroaching the live lane, berm, shoulder or inferred shoulder under a mobile operation or static operation
4. TTM will move and be shortened where appropriate to suit the worksite
5. All reversing and maneuvering vehicles will have a spotter

Preliminary Procedures

Upon arrival the STMS will

- Attend a site briefing to identify existing and potential hazards
- Confirm TTM requirements and select the appropriate approved TMD
- Confirm crew roles and their understanding of intended procedures as per the approved TMP
- Inspect TTM apparatus to ensure it is in acceptable condition
- Drive through the site to carry out a hazard assessment, to confirm that the correct TMD has been chosen, and to ensure the site can be established safely.

Installation Procedures

Mobile operations to establish the static closure will be carried out as per the minimum vehicle requirements outlined in CoPTTM Section D5.4.4 Summary of Requirements for Mobile Closures. Relevant mobile diagrams are attached for STMS to reference for installation.

Operations to install TTM signs and devices to establish the static site shall be performed in this order:

- First sign installed will be a left-hand advance warning sign on Featherston Street.
- additional direction and protection signage, and end of works signage, will be installed on the same side of the road including side streets.
- TM vehicle completes a loop or a safe U-turn to install advance warning, direction and protection, and end of works signs on the opposite side of the road.
- Once all signs have been installed, delineation devices that form the tapers and exclusion zones will be installed.
- A drive through check will be performed by the STMS to ensure the site has been set up as per the selected TMD. This will include checking layout distances as specified in CoPTTM 2.5 level 1 Dimension Tables.

Populating the Workspace

All work vehicles and mobile plant and machinery will be moved onto site using the site access point and/or as per STMS directions.

Cones are to be moved to let work vehicles/trucks/plant in and then put back into place to create the site boundary and leaving no huge gaps for public to easily get into site. Flashing amber beacons shall be utilized on vehicles entering the worksite. Once inside a static working space, the beacons shall be turned off and the vehicles' hazard lights used.

Please inform Metlink once site has been set up 0800 801 700 or 021 896 375. Metlink to be notified via email 5 days prior to commencement of work.

STMS to contact WCC TOC [REDACTED] or [REDACTED] 10mins prior to installation of the closure.

The Onsite Record will be used to record the establishment details

Attended (day)	TTM will be set up as per site specific diagrams – Lane closures. Actual Cycle lanes will be closed and cyclists to merge with traffic as per site specific diagrams attached, this follows F2.10 cycle lanes closed from COPTTM. Cycle lane minimum lane widths will be achieved within the cone threshold. Cones will be put out the night before to take up parking. Temporary signs are to be put over permanent parking signs so that public are aware of “no parking”. Parking such as Loading Zones, Taxi Stands, motorcycle parking and bus stops will be relocated as per the attached TMDs. Pedestrians to be guided by active Traffic Controllers as some crossings will be closed, clear signage will be put in place so that pedestrians are aware that certain crossings are closed. We do not expect major delays as lanes are being kept open, once sites are set up people will then be aware of works and use alternative routes.			
Attended (night)	Work to be carried out during the day.			
Unattended (day)	As per attended day. Sites will be minimised as much as possible, if possible – meaning if sites can be brought in and made smaller then this will happen. Please see TMDs GPFL 001 – 008 for sites that will be left in place during unattended hours.			
Unattended (night)	As per attended day. Sites will be minimised as much as possible, if possible – meaning if sites can be brought in and made smaller then this will happen. Please see TMDs GPFL 001 – 008 for sites that will be left in place during unattended hours.			
Detour route	There will be detours in place, this can be seen on TMD GPFL 005 for vehicles that want to turn left onto Featherston from Waring Taylor. There Does detour route go into another RCA's roading network? No If Yes, has confirmation of acceptance been requested from that RCA? Yes No (delete either Yes or No) Note: Confirmation of acceptance from affected RCA must be submitted prior to occupying the site.			
Removal	When site has been reinstated, complete site removal shall be performed in this order: • All plant and equipment will be completely removed from site and site will be cleaned up. • The STMS will then proceed to safely remove all delineation devices that form the tapers and exclusion zones. • Direction and protection, and end of works signage will be shifted and added to form the unattended site, from each side of Featherston St and any other side streets. All advanced warning signage will be the last signage to be removed. • A drive through check will be performed by the STMS to ensure site has been left tidy and all TTM and site equipment has been removed. Relevant mobile diagrams are attached for STMS to reference for disestablishment. STMS to contact WCC TOC [REDACTED] or [REDACTED] prior to removal of the closure.			
Proposed TSLs (see TSL decision matrix for guidance)				
	TSL details as required Approval of Temporary Speed Limits (TSL) are in terms of Section 6 of Land Transport Rule: Setting of Speed Limits 2017, Rule 54001/2017 (List speed, length and location)	Times (From and to)	Dates (Start and finish)	Diagram ref. no.s (Layout drawings or traffic management diagrams)
Attended day/night	-	-	-	-

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Unattended day/night	-	-	-	-
TSL duration	Will the TSL be required for longer than 12 months? If yes , attach the completed checklist from section I-18: Guidance on TMP Monitoring Processes for TSLs to this TMP.			No
Positive traffic management measures				
Side friction delineation to slow vehicles down before work site and narrowing lane widths while still keeping the minimum lane width in place. Flashing Beacons will be used by work vehicles travelling in and out of site. Close spacing of delineation devices and cone offset.				
Contingency plans				
Generic contingencies for: - major incidents - incidents - pre-planned detours. <i>Remove any options which do not apply to your job</i>	Major Incident A major incident is described as: - Fatality or notifiable injury - real or potential - Significant property damage, or - Emergency services (police, fire, etc) require access or control of the site.	Actions The STMS must immediately conduct the following: - stop all activity and traffic movement - secure the site to prevent (further) injury or damage - contact the appropriate emergency authorities - render first aid if competent and able to do so - notify the RCA representative and / or the engineer - under the guidance of the officer in charge of the site, reduce effects of TTM on the road or remove the activity if safe to do so - re-establish TTM and traffic movements when advised by emergency authorities that it is safe to do so - Comply with any obligation to notify WorkSafe.		
	Incident An incident is described as: - excessive delays - real or potential - minor or non-inquiry accident that has the potential to affect traffic flow - structural failure of the road.	Actions The STMS must immediately conduct the following: - stop all activity and traffic movement if required - secure the site to prevent the prospect of injury or further damage - notify the RCA representative and / or the engineer - STMS to implement a plan to safely remove TTM and to establish normal traffic flow if safe to do so - re-establish TTM and traffic movements when it is safe to do so and when traffic volumes have reduced.		

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	Detour If because of the on-site activity it will not be possible to remove or reduce the effects of TTM once it is established a detour route must be designed. This is likely for: - excessive delays when using an alternating flow design for TTM - redirecting one direction of flow and / or - total road closure and redirection of traffic until such time that traffic volumes reduce, and tailbacks have been cleared. The risks in the type of work being undertaken, the risks inherent in the detour, the probable duration of closure and availability and suitability of detour routes need to be considered. The detour and route must be designed including: - pre- approval forms the RCA's whose roads will be used or affected by the detour route - ensure that TTM equipment for the detour - signs etc are on site and pre-installed.	Actions When it is necessary to implement the pre-planned detour the STMS must immediately undertake the following: - Notify the RCA and / or the engineer when the detour is to be established - Drive through the detour in both directions to check that it is stable and safe - Remove the detour as soon as it practicable and safe to do so and the traffic volumes have reduced, and tailbacks have cleared - Notify the RCA and / or the engineer when the detour has been disestablished and normal traffic flows have resumed.		
	Note also the requirements for no interference at an accident scene: In the event of an accident involving serious harm the STMS must ensure that nothing, including TTM equipment, is removed or disturbed and any wreckage article or thing must not be disturbed or interfered with, except to: - save a life of, prevent harm to or relieve the suffering of any person, or - make the site safe or to minimise the risk of a further accident; or - maintain the access of the general public to an essential service or utility, or - prevent serious damage to or serious loss of property, or - follow the direction of a constable acting in his or her duties or act with the permission of an inspector.			
Other contingencies to be identified by the applicant <i>(i.e. steel plates to quickly cover excavations)</i>	1. Access to driveways and businesses will be made available. 2. In the case of emergencies, TMC or WCC after hours will be contacted. 3. WWL compliant road plates may be used where we do not need to keep the worksite in place 24/7. So if excavations can be closed up temporarily or made smaller so that road plates are achievable.			
Authorisations				
Parking restriction(s) alteration authority	Will controlled street parking be affected?	Yes	Has approval been granted?	Approved
	Temporary signs will be put over permanent signs while work is taking place so that public are aware.			
Authorization to work at permanent traffic signal sites	Will portable traffic signals be used, or permanent traffic signals be changed?	Yes	Has approval been granted?	Approved
	Phasing of the lights may need to change for signals around Whitmore/Featherston and Waring Taylor/Featherston Intersections. WCCTOC will be contacted prior to establishment and disestablishment.			
Road closure authorization(s)	Will full carriageway closure continue for more than 5 minutes (or other RCA stipulated time)?	No	Has approval been granted?	Approved
	-			
Bus stop relocation(s) – closure(s)	Will bus stop(s) be obstructed by the activity?	No	Has approval been granted?	Approved
	Bus Stops will remain in place but as this is a bus route, GWRC will be notified.			
Authorisation to use portable traffic	Make, model and description/number	Not required. APPROVED CAR R858917 [Redacted] 12 December 2022		

signals	NZTA compliant?	Not Required.	
EED			
Is an EED applicable?	No	EED attached?	Not Required
Delay calculations/trial plan to determine potential extent of delays			
We expect delays due to the closing of lanes and Featherston Street being a main arterial route. We will be using the permanent VMS on Bunny Street to notify public of works prior to commencement of work. We will also be putting up Project boards on all approaching streets which state the work happening, contacts and dates. We expect that after sites have been established for a few days then traffic will slightly die down as they are more aware of the work. Delay calculations will be carried out, if requested by RCA/WCC.			
Public notification plan			
Surrounding Residents and businesses will be notified by letter drop and also email.			
Public notification plan attached?	No		
On-site monitoring plan			
Attended (day and/or night)	Onsite monitoring shall be the responsibility of the Level 1 STMS. Monitoring should be carried out continuously and recorded every 2 hours on the onsite record form.		
Unattended (day and/or night)	Site will be made safe and monitoring should be carried out and recorded every 4 hours on the onsite record form. Sites will be fully fenced and closed off to the public. STMS will always be within 30 minutes of the site.		
Method for recording daily site TTM activity (eg CoPTTM on-site record)			
While the site is active, all TTM and working space activities will be monitored. 2 hourly site checks will be recorded in on the CoPTTM onsite record form. Other site details will be recorded in the STMS Diary, Site Induction Forms, Daily Site Briefing Forms.			
Site safety measures			
- COPTTM Compliant PPE will be worn at all times by Traffic Management personnel onsite. - Traffic Control Staff will be inducted to the site by the Site Contractor and will follow the safety requirements of the site. - All crew and visitors to site must be inducted by the site contractor. - There will be a site briefing prior to start of works each day. All crew will be briefed, either at the meeting or through the briefing document.			
Temporary safety barrier system	Will a temporary safety barrier system be used at this worksite?	No	If yes, has the temporary safety barrier system been designed by an installation designer and independently reviewed as being fit for purpose?
	Statement from temporary safety barrier installation designer attached		Not Required
Other information			
None.			
Site specific layout diagrams			
Number	Title		
GPFL 001	Featherston/Whitmore Worksite 1		
GPFL 002	Featherston/Whitmore Worksite 2		
GPFL 005	Waring Taylor/Featherston Worksite 1		
GPFL 007	Waring Taylor-Featherston Worksite 2		
GPFL 008	Waring Taylor-Featherston Worksite 3		

Contact details							
	Company	Name	24/7 contact number	CoPTTM ID	Qualification	Expiry date	
Principal	Wellington Water			-	-	-	
TMC	WCC			82408	ABCNP-R	07/09/25	
Contractor	GPFL			-	-	-	
STMS	GPFL			28423	STMS Lvl 1, 2, 3 NP R	04/06/24	
STMS	GPFL			98569	LV 1 STMS	21/10/23	
TC	TBC	-	-	-	-	-	
Others as required	-						
TMP preparation							
Preparation		30/09/2022		128974	STMS L1	08/11/22	
	Name (STMS qualified)	Date	Signature	ID no.	Qualification	Expiry date	
This TMP meets CoPTTM requirements					Number of diagrams attached		
					5		
TMP returned for correction (if required)							
	Name	Date	Signature	ID no.	Qualification	Expiry date	
Engineer/TMC to complete following section when approval or acceptance required							
Temporary safety barrier system	The attached temporary road safety barrier design has been independently reviewed as being fit for purpose					Not required	
TMP Approved							
	Name	Date	Signature	ID no.	Qualification	Expiry date	
Acceptance by TMC (only required if TMP approved by engineer)							
	Name	Date	Signature	ID no.	Qualification	Expiry date	
Qualifier for engineer or TMC approval							

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Approval of this TMP authorises the use of any regulatory signs included in the TMP or attached traffic management diagrams.

This TMP is approved on the following basis:

1. To the best of the approving engineer's/TMC's judgment this TMP conforms to the requirements of CoPTTM.
2. This plan is approved on the basis that the activity, the location and the road environment have been correctly represented by the applicant. Any inaccuracy in the portrayal of this information is the responsibility of the applicant.
3. The TMP provides so far as is reasonably practicable, a safe and fit for purpose TTM system.
4. The STMS for the activity is reminded that it is the STMS's duty to postpone, cancel or modify operations due to the adverse traffic, weather or other conditions that affect the safety of this site.

Notification to TMC prior to occupying worksite/Notification completed

Type of notification to TMC required	Weekly Road Works Report	Notification completed	Date	
			Time	

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ON-SITE RECORD

On-site record must be retained with TMP for 12 months.

Today's date

Location details	Road names(s):	House number/RPs:	Suburb:
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Working space

Person responsible for working space	Name	Signature
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Where the STMS/TC is responsible for both the working space and TTM they sign above and in the appropriate TTM box below

TTM

STMS in charge of TTM	Name	TTM ID Number	Warrant expiry date	Signature	Time
Worksite handover accepted by replacement STMS	Name	ID Number	Warrant expiry date	Signature	Time
	Tick to confirm handover briefing completed				

Delegation

Worksite control accepted by TC/STMS-NP	Name	ID Number	Warrant expiry date	Signature	Time
	Tick to confirm briefing completed				

Temporary speed limit

Street/road name (RPs or street numbers):	TSL action	Date:	Time:	TSL speed:	Length of TSL (m):
From: To:	TSL installed				
	TSL remains in place				
	TSL removed				
Street/road name (RPs or street numbers):	TSL action	Date:	Time:	TSL speed:	Length of TSL (m):
From: To:	TSL installed				
	TSL remains in place				
	TSL removed				
Street/road name (RPs or street numbers):	TSL action	Date:	Time:	TSL speed:	Length of TSL (m):
From: To:	TSL installed				
	TSL remains in place				
	TSL removed				
Street/road name (RPs or street numbers):	TSL action	Date:	Time:	TSL speed:	Length of TSL (m):
From: To:	TSL installed				
	TSL remains in place				
	TSL removed				

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Worksite monitoring

TTM to be monitored and 2 hourly inspections documented below.

Items to be inspected	TTM set-up	2 hourly check	2 hourly check	2 hourly check	2 hourly check	2 hourly check	TTM removal
High-visibility garment worn by all?							
Signs positioned as per TMP?							
Conflicting signs covered?							
Correct delineation as per TMP?							
Lane widths appropriate?							
Appropriate positive TTM used?							
Footpath standards met?							
Cycle lane standards met?							
Traffic flows OK?							
Adequate property access?							
Barrier deflection area is clear?							
Add others as required							
Time inspection completed:							
Signature:							
Comments:							
Time	Adjustment made and reason for change						

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Date: 27/08/2022

TMD ref: GPFL 001 - Featherston/Whitmore Worksite 1

Comments:
Minimum lane widths and safety zones will be implemented.
Crossings will still be open.

Contractor/Client

G.P. FRIEL

UNDERGROUND INFRASTRUCTURE

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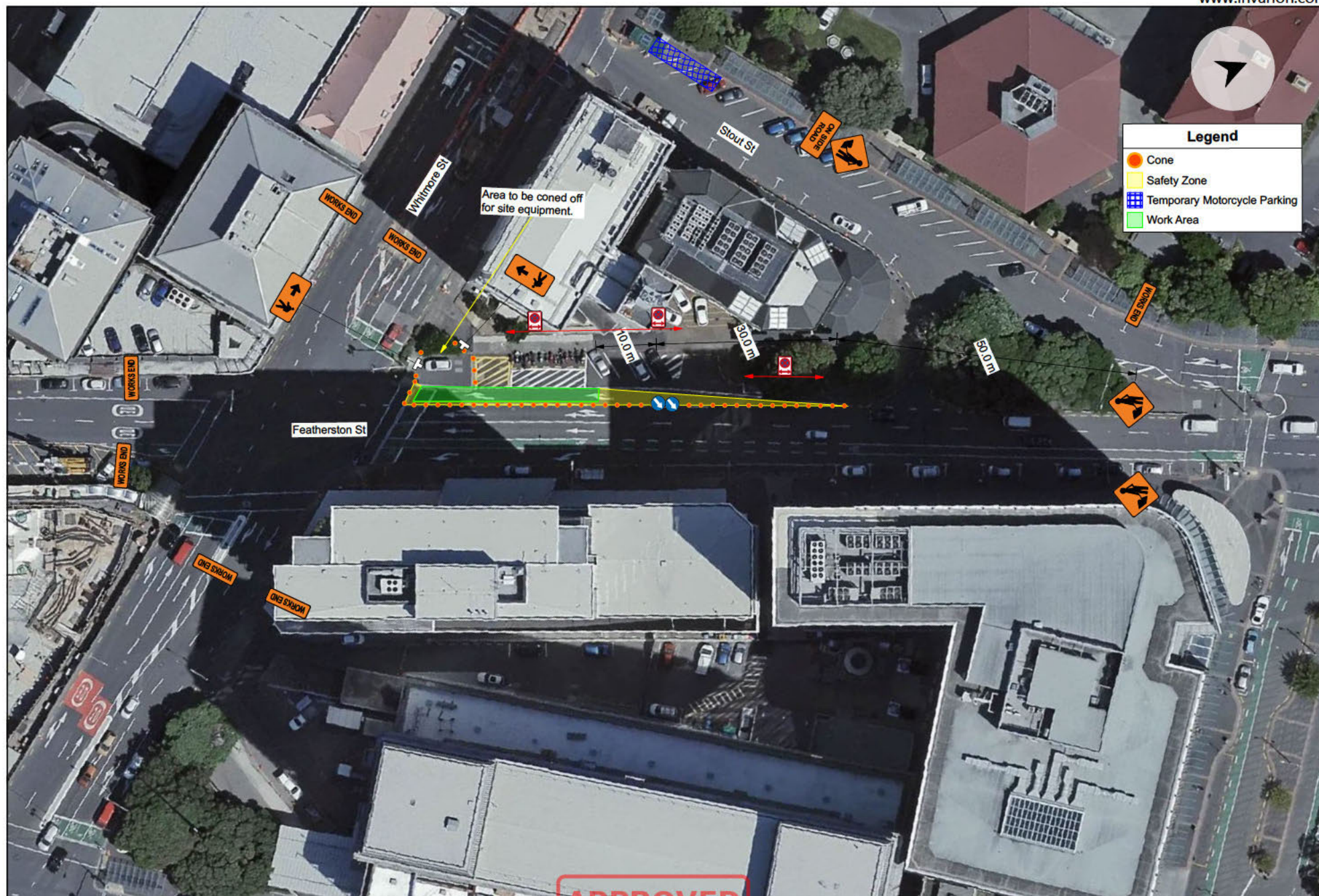
Wellington City Council

12 December 2022

RCA

**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke



Date: 27/08/2022

TMD ref: GPFL 002 - Featherston/Whitmore Worksite 2

Comments:
Minimum lane widths and safety zones will be implemented. Crossings will still be open. This site will be in place during unattended hours as well.

Contractor/Client

G.P. FRIEL
UNDERGROUND INFRASTRUCTURE

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Wellington City Council
Wellington Water

12 December 2022

RCA

**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke



Date: 27/08/2022

TMD ref: GPFL 005 - Waring Taylor-Featherston Worksite 1

Comments:

Minimum lane widths and safety zones will be implemented. Due to where worksite site is vehicles coming from east side of Waring Taylor will not be able to turn left onto Waring Taylor and will be detoured. Please see TMD GPFL 006 for detour route.

Contractor/Client

G.P. FRIEL

UNDERGROUND INFRASTRUCTURE

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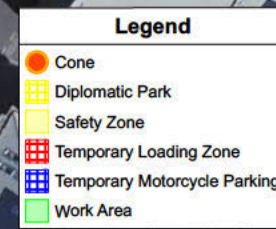
Wellington City Council

12 December 2022

RCA

**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke



Me Heke Ki Pōneke



12 December 2022